

THE REDCLIFF REVIEW

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THURSDAY, APRIL 28, 1921.

DESERVES SUPPORT.

In a previous issue we announced that a Parent-Teachers' Association had been formed in town. This is an organization for which there is a large field from which to draw membership, and also one which can do a great amount of good work. All parents are invited to join this organization and attend the meetings which will be held regularly. We understand that at these meetings teachers will be invited to give children and teachers, and consequently to the parents as well, will be discussed.

The organization started out with encouraging prospects and it is hoped that as time goes on it will grow both in numbers and interest. It deserves the support of every parent in town.

The association is instrumental in bringing Prof. Ottewill here to deliver an address in the Amuse-U theatre next Wednesday evening, and also the proceeds are to go to the relief fund, the tickets should be packed to the doors for the occasion.

CHILLED MEAT INDUSTRY.

A scheme of important proportions in connection with the western Canadian cattle industry under consideration by the executive of the United Farmers of Alberta, has for its object the shipment of Canadian meat to Europe in a chilled state. Exhaustive investigation of the project has been made by an appointed committee who have decided favorably upon its practicability. The scheme entails the establishment of killing and chilling stations, and a fast system of transportation in specially constructed cars. In addition, storage facilities will have to be secured in Great Britain in which meat could be placed on the market in proper condition when required.

It appears to us that if all energies were directed towards perfecting this scheme, Canada, in the long run, would be further ahead than if the embargo were lifted.

THE NEXT MOVE.

"Canadian coal for Canadian consumers" was the slogan put forward by the standing committee of the commons on the future fuel supply of the Dominion. Western members of the committee pointed out that the increased use of Alberta coal in Manitoba was largely due to the demonstrations given by the Alberta government. The people had thus learned that the Alberta coal could be used as well and is economically as attractive.

The next move now will be to arrange freight rates so that the railroads will not be allowed to gobble up all the cream and thus raise the price of coal almost 100 per cent to the consumer.

One of the insurance companies represented here has issued a little card on which is printed the following: "If you buy out of town, and we buy out of town, and all our neighbors buy out of town, what in thunder will become of our town?" This question is one which everyone interested in his home town should ask himself.

Plan for C.P.R. to Says Grand Trunk

Control All Roads

In a letter to Premier McPherson, Lord Shaughnessy submits a proposition which has for its object the solution of the most momentous problem before the country at the present time, namely the railroad problem.

The proposal submitted by Lord Shaughnessy means nothing less than the merging of the C.P.R. with the Canadian government lines, upon terms which can be financed by the government, the combined railways to be operated by the C. P. R.

The importance of this communication cannot be exaggerated. A further dispatch from Ottawa contains the information that Mr. McPherson informed the Canadian Press that he had nothing to say for the present regarding the communication.

Lord Shaughnessy, in his letter accompanying the communication, refers to the fact that he presented a similar communication to Sir Robert Borden in 1917, and that he has since brought his memorandum up to date. He further says that he is not sure his plan will be viewed with favor by the executive and directors of the C. P. R.

After submitting upon the railway problem that is almost impossible to solve, he concludes with his proposed solution.

The outstanding clause in Lord Shaughnessy's proposal is that the C.P.R. property, apart from the subsidiary interests, such as land, mines, ocean steamship lines and railways not in Canada, be added to the Canadian government railway system. That distribution of the C.P.R. should be paid in perpetuity a fixed annual dividend to the shareholders, to be supplemented by a further payment when the whole property was sold, a specific sum to be paid to the C. P. R. by the government in return for the property, and the whole property to be sold separately to the private property for the Canadian people.

Not Playing Fairly

When the bill respecting the matter over of the Grand Trunk was given its second reading Friday the house got some insight into the rather shifty way in which the negotiations have been conducted on the part of the Grand Trunk Company.

As the situation was detailed by the premier it would appear that the government had been subjected to an excuse for delay after another until they were finally forced to the conclusion that the company had no desire to play the game fairly.

The company began to prepare its evidence nearly a year before the government was in a position to do so, they were in control of the office records and had everything available, while the government had to secure all its data by requisition, a physical examination of the system made, in November they were still unprepared and asked for an adjournment until February last, when the arbitration proceedings finally began on that date.

The London Financial Times says that it is hard to see what interest the Grand Trunk shareholders can serve by refusing to assent to the conditions laid down by the Canadian government for the acquisition of the road.

IMMIGRATION FLOW TO CANADA STARTS.

The summer flow of immigration from the British Isles to Canada will begin this week. The first big transatlantic liner, with some 6,000 people aboard her, is expected to dock at Quebec on Thursday or Friday, and will be followed by four others in the home-seekers who are shortly to arrive are farm or domestic workers, and people coming to Canada to engage in farming.

Linen Industry in Canada



Dominion Linens, Ltd., Mangle and Ironing Department, showing Callenders, Hydraulic Mangles, Folding and Measuring Machines. Total floor space about half acre.

The linen industry was initiated in Canada in 1902 by Mr. William Berry, now Vice-President of the Dominion Linens Limited, Quebec, Ontario. Previous to this time, however, there had been several attempts at linen manufacture, and mills established in different parts of Canada, but all had resulted in failure. From the earliest period of human history till almost the close of the eighteenth century, linen manufacture was one of the most extensive and widely distributed of the domestic industries of European countries. It was most largely developed in Russia, Austria, Germany, Holland, Belgium, Northern France, certain parts of England, the North of Ireland and throughout Scotland.

In the latter part of the eighteenth century the invention of cotton spinning machinery gave the linen weaving industry a fatal blow. Domestic spinning and weaving began to shrink and with it hand loom weaving. In 1814 at Darlington, England, a machine was invented, which after many improvements and modifications has become the perfect system of machinery with which the present day linen spinning mills are furnished. The discovery of a process for the mechanical spinning of linen yarn for weaving into cloth by power loom was much slower than in the corresponding case of cotton.

There are two branches in the modern manufacture, spinning and weaving, to which may be added bleaching and various finishing processes. The flax fibre is received in bales from the Scotch mills and after having been cleaned into various grades according to the quality of the material, is labelled and placed in store ready for the flax mill. When the manufacture of linen in Canada was successfully started, the idea was to purchase yarn from the Continent and bring spinning mills to this country. This plan was abandoned when it was found that the flax fibre was being supplied by Russia at a price much below that for which flax could be grown in Canada. As most of the linen manufacturers in Ireland were weavers only, buying their yarns from the Continent and bringing spinning mills to this country, it was thought quite feasible that the same method could be employed with success in Canada, and prior to the war the linen business depended entirely on these imported yarns to keep their plants in operation.

In the year 1918, it is estimated that Russia produced about 400,000 tons of flax, and other European countries, including Great Britain and Ireland, 100,000 tons. With the complete collapse of Russia in 1918, it became evident that if the linen business was to be continued in Canada, it would be necessary to establish a spinning plant here, to spin the Canadian grown flax which with the improved methods of cultivation, were proven equal to or better than the Russian flax, on which the industry had relied previous to the war. A modern flax spinning plant, which would complete the chain of linen manufacture and make the business a purely Canadian one has been built at Guelph and is now in full running order. This plant has been equipped with the latest modern dry and wet spinning systems. To secure the highest quality of linen yarns, workers were brought from Belgium, via the C.P.R. who were transferred in water retiring from the front. This plant is similar to the finest flax mills in Belgium flax which are equal to, or exceeding the highest grade units.

FINNS IN CANADA

LONG LAKE CAMP, NORTH THUNDERBAY, PROV. OF ONT. WHERE FINNS ARE EMPLOYED AT LUMBERING WORK.



Among the recent interesting immigrants who have been coming to Canada from Europe these arrive a party of Finns, the care of them, C. P. R. C. W. Wetton, P.R.O., P.R. C. L., at Thunderbay, Regina, Imperial Army, who had previously served as our allies in the "Finnish Legion" was formed from Finns in North Russia when the Germans invaded their country. The "Finnish Legion" was formed from some Finnish soldiers, including several refugees Finnish women and children, were left in charge of the Imperial Army, who had previously served as our allies in the "Finnish Legion" was formed from Finns in North Russia when the Germans invaded their country. The "Finnish Legion" was formed from some Finnish soldiers, including several refugees Finnish women and children, were left in charge of the Imperial Army, who had previously served as our allies in the "Finnish Legion" was formed from Finns in North Russia when the Germans invaded their country.

After the war, the Finns were repatriated to Finland, but some Finns decided to stay in Canada, where the repatriation of the Finns was being carried out. There were two boats on the way to the British War Office that the Finns were being repatriated to Finland, but some Finns decided to stay in Canada, where the repatriation of the Finns was being carried out. There were two boats on the way to the British War Office that the Finns were being repatriated to Finland, but some Finns decided to stay in Canada, where the repatriation of the Finns was being carried out.

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Ladies' Auxiliary to G. W. V. meets
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L. O. F.
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Meets in Crowe's Hall every Wednesday evening at 7.30.
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E. TOWLE,
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The columns of The Review are open to you at reasonable rates and as it goes into nearly every home in Redcliff where the English language is spoken, you are neglecting your business if you do not take advantage of them.

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